

## Finding of No Significant Impact

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Effects to the human and natural environment due to the Project were addressed in the Environmental Assessment (EA) and Draft Section 4(f) Evaluation approved by FRA and NCDOT and signed by NCDOT on October 26, 2012.

The FRA is the lead Federal agency for the Project under the National Environmental Policy Act (NEPA), and NCDOT is the lead State agency. This FONSI was prepared in accordance with FRA's Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545 (May 25, 1999)).

In accordance with Section 106 of the National Historic Preservation Act, the FRA and NCDOT have entered into a Memorandum of Agreement (MoA) with the North Carolina State Historic Preservation Office (SHPO) to address the *Adverse Effects* of the proposed action on properties listed or eligible for listing on the National Register of Historic Places.

## **2.0 STATEMENT OF PURPOSE AND NEED**

The purpose of the Project is to remove the daily conflict between approximately 40 NS freight trains and 10 CSXT freight trains, as well as conflicts between passenger rail trains (both future and existing), CSXT/NS freight trains, and a new commuter rail service proposed by CATS.

The Project will grade separate the CSXT SF Line and NS Mainline tracks at NS milepost (MP) 377. The Project will address the following need elements:

1. Improve the safety, reliability, and efficiency of NS freight trains;
2. Improve the safety, reliability, and efficiency of CSXT freight trains;
3. Provide for the safe operation of the existing and planned future passenger rail;
4. Provide for the safe operation of the planned CATS future commuter rail service;
5. Enhance the safety of vehicles and pedestrians;
6. Improve interstate commerce;
7. Improve local air quality; and
8. Improve local quality of life and commerce.

Additional detail on these project need elements is provided below.

1. Improve the safety, reliability, and efficiency of NS freight trains - NS controls the existing rail/rail at-grade diamond intersection and has approximately 40 trains per day that cross this diamond. Although NS freight trains are rarely delayed by the CSXT freight trains (because NS controls dispatch of the at-grade intersection), any type of incident on the CSXT tracks at the existing at-grade intersection will seriously delay NS Mainline traffic between the Northeast and Atlanta. In addition, eliminating the existing at-grade